

WARSAW

Comprehensive Plan



Part 5

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SUB-AREA PLANS INTRODUCTION

Part 5: Sub-area Plans has been established to provide a place for neighborhood, corridor, or sub-district plans conducted for the City of Warsaw. This Part allows these more detailed and implementation-focused planning efforts to be woven into the City's Comprehensive Plan. However, this section isn't intended to house the complete document. Rather, what's contained herein is the core content or "plan" language, minus information about the process, data discovered, and rational used. Essentially its an executive summary for each sub-area plan conducted since the publishing of the Comprehensive Plan.

Critical Corridor and Sub-areas

1. East Market Street Neighborhood Plan (pg 75)
2. Center Street Grade Separation Plan (pg 78-87)

Critical Corridor and Sub-area Descriptions

Each sub-area plans has a text section dedicated to describing the vision, plan, implementation steps, and how it should be used to manage growth and development in these sensitive areas. For organizational purposes, the following headings are used, as described below, to convey the essence of each sub-area plan.

"Sub-area Overview" Heading: Gives the reader a brief description of the existing conditions, history, and reasons why the sub-area is considered critically important. It also details obstacles and opportunities that existed at the time of the plan.

"Sub-area Boundaries" Heading: Conveys where each sub-area is located within Warsaw's planning jurisdiction.

"Implementation Strategy" Heading: Describes the implementation steps, projects, policies, or programs necessary to achieve the desired result in the sub-area.

"Design Guidelines" Heading: Establishes the physical goals for the sub-area. It should be referenced and used to influence decisions made by the Plan Commission, Board of Zoning Appeals and City Council when considering a development proposal in or adjacent to the sub-area.

"Sub-area Plan Map" Heading: Each sub-area plan has a full-page illustration of the area within its boundaries. The Plan map is included to support the "Implementation Strategy" and "Design Guidelines" sections and to illustrate additional information not included in the written text. In each map, the Bike and Pedestrian Plan Map and Thoroughfare Plan Map information is integrated as to not lose sight of their importance.

FUTURE STUDIES AND PLANS

The neighborhood, corridor, or other sub-district plans included in Part 5 are the result of detailed studies or independent planning efforts completed by the City of Warsaw after the publication of the Comprehensive Plan. The City recognizes that there are several other "critical" sub-areas in its planning jurisdiction that remain to be studied or planned for in detail. It is anticipated that the City will work toward accomplishing other planning processes as time and its budgets permit, and based on impending need.

Potential Sub-areas for Future Consideration

The sub-areas that may be studied and planned for in the future include, but are not limited to the following (in no particular order):

1. US 30 Corridor
2. Airport Sub-area
3. Winona Ave. East Corridor
4. Winona Ave. West and Market St. West Corridors
5. Fairgrounds Sub-area
6. Downtown Core
7. Tippecanoe River Corridor
8. East Gateway Business Park

Implementation and Incorporation of New Sub-area Plans

It is the intent that all future plans or studies result in an executive summary following the section order and headings from the previous page. Those independent efforts should result in a companion document that provides the foundation, process, findings, and rational used to prepare and establish the plan's content. However, only the core aspects of the plan should be contained in this document. This will help maintain a uniform, compact and user-friendly comprehensive plan for the City of Warsaw over the years to come.



EAST MARKET STREET NEIGHBORHOOD

Description

The East Market Street Neighborhood has been identified as a critical sub-area within the City of Warsaw because:

- The area is trending away from home ownership,
- The city would like to leverage new private investment in the neighborhood,
- Some of the public infrastructure is dilapidated,
- Several redevelopment sites exist that could help anchor the neighborhood,
- Commercial uses on the fringe need to be managed to protect neighborhood characteristics,
- The east edge of the neighborhood is a critical gateway to Winona Lake,
- Winona Avenue is in need of traffic management and reinvestment, and
- The city's bike and pedestrian plan identifies critical corridors that transect the neighborhood.

Critical Area Boundaries

The East Market Street Neighborhood boundaries are depicted on the "Neighborhood Boundary Map" depicted at the bottom left corner of page 85. The general boundaries are Detroit Street to the west, Center Street to the north, Argonne Road to the east, and Smith Street to the south.

Major Goals of this Neighborhood Plan

1. Encourage property owners to invest in their homes and lots.
2. Increase the percentage of home ownership in the neighborhood.
3. Establish sidewalk infrastructure that allows safe travel east to west and north to south, especially to schools, parks, common shopping destinations, and recreation.
4. Establish a neighborhood identity.
5. Stop the advancement of commercial and industrial uses that deteriorate property values, neighborhood character, and quality of life.
6. Improve neighborhood park amenities to increase their value to neighborhood residents.

Neighborhood Plan Strategy

The forthcoming plan language describes the details of each element of the neighborhood plan.

Stabilize Residential Neighborhood (Yellow Areas on the Map)

Geographic Location on Map

The yellow color is used on the map to indicate areas within the neighborhood that should be strictly managed to preserve the integrity of the neighborhood. These blocks within the neighborhood boundary are currently and predominantly:

- Single-family residential structures,
- Neighborhood-scale institutional structures, or
- Neighborhood-scale commercial structures.

Areas that are lacking a critical mass of any of the above listed structures were not included on the map. A few areas that could have been classified yellow have been classified otherwise for reasons as described in other sections.

Strategy

To stabilize the residential aspects and character of the neighborhood, the city should:

- Invest in infrastructure improvements, particularly park improvements and sidewalk construction/reconstruction.
- Utilize zoning regulations to assure that businesses within the yellow areas along Center Street are limited to low intensity uses and structures maintain residential character and scale. This strategy should also apply to any other businesses within the yellow areas.
- Utilize a basic property maintenance ordinance to address egregiously under-maintained properties that clearly devalue nearby properties or diminish quality of life for neighbors.
- Utilize a public/private partnership to construct new homes on infill lots or to refurbish dilapidated homes.

Design Guidelines

- Generally all structures should be limited to two stories.
- Buffering and architectural design should be used to minimize commercial and industrial impacts to adjacent residential uses.
- The structural mass of commercial architecture should be reasonably in proportion to residential properties.
- Pitch roofs should be strongly encouraged.

Multiple-Family Residential Redevelopment (Brown Areas on the Map)

Geographic Location on Map

The brown color is used on the map to indicate areas within the neighborhood that could be appropriate for multiple-family residential redevelopment. The map indicates approximately eight blocks that could partially or fully be used for such redevelopment. The areas selected are:

- Close proximity to schools,
- Close proximity to downtown,
- Areas impacted by high traffic,
- Areas impacted by railroad noise, and
- Areas where the highest and best use is more intense development.

Strategy

The city should find a private partner to help identify redevelopment opportunity within the chosen area(s). This process may take several years to assemble land through private negotiation and purchase.

❶ The multiple-family residential area labeled “1” on the map should be a low priority unless the Center Street Grade Separation Plan described on page 87 is implemented; or the private sector assembles the properties for redevelopment. If implemented, the details of the Center Street Grade Separation Plan should take precedence in this area.

❷ The multiple-family residential area labeled “2” on the map should be enabled in the zoning ordinance as an overlay. These areas are expected to deteriorate further over time due to the national trend toward retraction in the need for commercial land. Multiple-family housing would be an appropriate and compatible land use along Smith Street. It would also add vitality to the remaining commercial land along Winona Avenue and downtown Warsaw.

Design Guidelines

- Structures should be limited to three stories along Center Street, Market Street, or Winona Avenue. Structures along Smith Street should be limited to two stories.
- Apartment structures are preferred.
- Density should be between 12 and 20 dwelling units per acre.
- On-site detention should not be required.
- Parking should predominantly be located off alleys, in the rear of the property, in garages, and on-street.

Residential Redevelopment (Orange Areas on the Map)

Geographic Location on Map

The orange color is used on the map to indicate areas within the neighborhood that could be appropriate for residential redevelopment. The map indicates approximately one and one-half block that could partially or fully be used for such redevelopment. The areas selected are:

- Close proximity to parks,
- Undeveloped or under-developed areas,
- Transitional areas to downtown Warsaw, and
- Areas impacted by railroad noise.

Strategy

❸ In the orange areas labeled “3” on the map, the city should work with a private development partner to refine redevelopment opportunities. The undeveloped land should be a high priority for development. The construction project could introduce up to 14 new single-family residences, each with alley access for a detached garage. A redevelopment project could include small scale multiple-family residential, but the design would have to be very complementary to the surrounding housing stock.

More rooftops in this area will act as a catalyst for reinvestment and lead to additional vitality for local businesses.

Design Guidelines

- Structures should be limited to two stories.
- Single-family structures are preferred, but small scale multiple-family residential structures may be appropriate.
- Density should be between 6 and 10 dwelling units per acre.
- On-site detention should not be required.
- Parking should predominantly be in detached garages off alleys and on-street.

Little Crow Property Redevelopment (Dark Blue Areas on the Map)

Geographic Location on Map

The dark blue color is only used for the Little Crow building and the adjacent parking lot to the north. These properties are at the extreme western edge of the neighborhood and are part of a transition from residential uses to downtown Warsaw. The sites are:

- Close proximity to parks,
- Vacant,
- A critical transition to downtown Warsaw,
- Significantly impacted by railroad noise,
- Along the most significant north/south arterial in the city, S.R. 15.

Strategy

Because the Little Crow building was built for a single and very specific manufacturing operation, the building does not convert easily to other uses. The building is also very large. For these reasons, the building will likely not appeal to most businesses. The right buyer must be willing to make major building alterations to convert the space to a new use.

To diversify the building's opportunities, the city (or Kosciusko County Community Foundation) should study two scenarios, those being:

1. Modify the building to maximize re-utilization potential, and
2. Demolish the building and prepare the site for new development.

Generally the city should study the above scenarios while concurrently supporting the efforts to sell the property as it stands. If the property does not sell within the next one to two years, the city should be prepared to intervene and posture the property for private redevelopment utilizing one of the strategies.

The Center Street Grade Separation Plan described on page 87, if implemented, would result in a larger and more attractive site for redevelopment. For the sake of successfully redeveloping the Little Crow building, the city should strive to implement the Center Street Grade Separation.

Design Guidelines

- Enhance the facade to look more like a commercial structure than an industrial building.
- Construct pedestrian scale openings (i.e. ground level windows and doors) to make the building more compatible for retail, restaurant, and office uses.
- Parking should predominantly be in the lot north of the Little Crow building and between the building and railroad tracks

Gatke Property Redevelopment (Dark Gray Areas on the Map)

Geographic Location on Map

The dark gray color is only used for the Gatke building and its surrounding property. This site is located at the extreme eastern edge of the neighborhood and is a part of a transition from the East Market Street Neighborhood to Winona Lake. The property is:

- Adjacent to the railroad,
- Vacant,
- On the southern axis of a linear park system, and
- Along the city's bike route corridor.

Strategy

Although there are several structures on the Gatke property, most are severely dilapidated. The cost to bring the building up to the applicable building code and to build-out the space for a new use will be cost prohibitive for most potential clients. Therefore the pool of potential buyers is small.

The Ball State University charrette report indicated two potential build-out scenarios for the land, both weighing heavily on a future transit hub for high-speed rail. The timeframe for such a transit system to be operational is, at minimum, ten years in the future.

Rather than reserving the Gatke property for ten or more years, and because there are numerous other good sites along the rail corridor for a transit hub, it is preferred that the land be redeveloped as soon as possible.

The cost to demolish the buildings and then market the site for a new mixed-use development would likely be the most cost effective means to redevelop the site. The timeframe would also likely be shorter than any other option.

Architectural elements from the existing building could be salvaged then reincorporated into a new building. Elements like the cast iron roof trusses and windows would make interesting features in a new building.

In addition to factors described above, the limiting factors for redevelopment include the site's adjacency to the railroad and intense industrial uses. The pros for the site include its proximity to Winona Lake village, access via the newly installed McKinley Street, and park investment to the north. Lastly, the site is restricted for environmental reasons from ever having residential uses.

Based on the site's limiting factors, and also based on the city's intent to implement the other aspects of this neighborhood plan, the following opportunities should be considered:

1. Mixed-use Commercial Development: The most preferred land use would be a combination of office, retail, restaurant and recreation uses.

2. Indoor Recreation Center: The second highest preferred land use would be a commercial and/or public indoor recreation and/or sports center. Uses could also include a community center. The most preferred outcome would be uses that serve the entire community, but also serve as a neighborhood amenity.
3. Ruins Park: This is a novel concept for northern Indiana, but several examples around the county exist. The nearest example is Holliday Park in Indianapolis and Mill Ruins Park in Minneapolis. Picture the “bones” of the existing historic structures being converted for safe recreation and play. Imagine a semi-indoor playground with slides, swings, and other recreation features woven into the fabric of the site. This concept could make this themed park a novelty and a significant destination for tourism, and the best destination for a great game of hide-n-seek. Lastly, the large warehouse area could house numerous recreation features, like sand volleyball, skateboarding, a walking track, playgrounds, etc. This area would not be climate controlled, but would be under roof, thus elongating the number of days in a year this park could be used (e.g. blocked from rain and wind).

The least preferred option would be for the area to remain industrial. Because the City of Warsaw wishes to reestablish the East Market Street Neighborhood as a stable residential neighborhood, and because truck access to the site would be detrimental to the area, the city should avoid this land use.

Linear Park Expansion (Dark Green Areas on the Map)

Geographic Location on Map

The dark green color is used on the map to indicate two areas within the neighborhood that could be appropriate for park expansion.

Strategy

The City of Warsaw has done an exceptional job creating Krebs Trailhead Park within the greenspace flanked by McKinley Street, extending from Market Street to Hendricks Street. It is recommended that the park be extended one block north and one block south, thus creating a linear park from Center Street to the Gatke property. This linear park will not only create green space for local residents, but more importantly be a major north south connector from neighborhoods north of Center Street down to Winona Lake. A complete linear park from Center Street to Durbin Street would also help catalyze development on the Gatke property.

④ The area labeled “4” on map represents the extension to the north. This extension would require the relocation and demolition of two businesses, both residential-like structures. The acquisition of these properties can be done so “softly” by waiting for them to be posted for sale, or through city assistance (e.g. new site selection and relocation costs). The city should not use eminent domain for its acquisition.

The continuation of the linear park to Center Street could create an opportunity for a bike shop to be located in a highly visible location to vehicular traffic, as well as bike and pedestrian traffic.

⑤ The area labeled “5” on map represents the park extension to the south. This expansion would require acquisition of industrial land from Warsaw Chemical. The property does not currently have a building on it, but part of the land is used for outdoor storage and three loading dock aprons. The purchase of this property could be done patiently, at a time when the owner and city can agree the purchase is mutually beneficial. The city should not use eminent domain for its acquisition.

At the southern end of this park extension, a roundabout (or other intersection improvement) would be installed to connect it to the Gatke redevelopment project.

Conversion Opportunities (Light Gray on the Map)

Geographic Location on Map

The light gray color is used on the map to indicate multiple areas within the neighborhood that could be appropriate for a variety of enhancement projects. The areas shaded light gray are predominantly near the east edge of the neighborhood with most along Argonne Road or near Dalton Foundries.

The light gray designation also includes two major businesses, Dalton Foundries and Warsaw Chemical. Under no circumstances should any content in this sub-area plan suggest that either of these employers be closed or restricted from their current business practices. Rather, they are included in this plan for hypothetical purposes, or for a day in the future when either of these businesses chooses to close or relocate.

Strategy

⑥ Areas labeled “6” on the map indicate areas that the City should promote consolidation and/or relocation of the current industrial businesses. It is believed that some of the businesses could gain efficiencies in industrial areas along US 30 and in modern, energy efficient buildings. Due to the evolution of the city, Argonne Road is no longer as suitable for industrial uses as it used to be when initially built.

Similar to other strategies in this neighborhood plan, the priority for this concept is relatively low. The transition can be completed over the course of numerous years and should always result in the industrial uses being better off than they are today.

The city should modify the applicable zoning regulations to reduce the permissible industrial intensity on these sites and to permit more diversity of uses. Uses similar to those in the village of Winona Lake and office uses would be excellent uses for the Argonne Road corridor.

⑦ The area labeled “7” on the map can be developed with the area labeled “6”, “8”, or the Gatke property. Either of the three directions would be beneficial.

⑧ The area labeled “8” on the map is Dalton Foundry. As mentioned above, this plan is not meant to suggest the foundry be pro-actively impacted by the City. Rather, this section is included in this neighborhood plan in the event the foundry chooses to relocate or close the Warsaw plant. In other words, this plan is being put in place to be prepared for that, albeit unlikely, event.

Because the city has fully developed around the foundry and continues to grow and evolve, the foundry’s location has become obsolete. Additionally, environmental laws and the public’s sensitivity and awareness to environmental risks has further constrained the suitability of such a use in the current location.

Therefore, if the foundry were to become a redevelopment site, the city should not seek to find a new foundry in the current location. Rather, it would seek the highest and best use for the land based on context, economic factors, environmental factors, quality of life impact, and other considerations.

The site would require being demolished and cleaned up prior to conversion to another land use. This monumental task would result in a relatively clean site that would be restricted from ever being used for residential use, which is very common for former industrial sites (e.g. the Gatke site).

The most likely land uses for redevelopment would be light industrial, office or commercial uses. However, this plan suggests that the highest and best use would be a green space after the site’s structures are removed. Secondary uses on the site could include renewable energy generation (e.g. solar panels). This concept could also be married with walking trails, renewable energy research, fitness court, and educational kiosks.

The site could be planted with specific prairie-type grasses that would, over many years, clean the soils using a technique called phytoremediation. This technique is also a low-cost option for cleaning soils.

A second use for the foundry site could be a transit station for passenger rail service to Chicago and Columbus. Similar to the Ball State University charrette recommendations for the Gatke property, the foundry site could house the same concepts. Unlike the Gatke property, the foundry site could contain all the necessary parking that would be required for such a use.

Neighborhood Enhancement Opportunities (Olive Green on the Map)

Geographic Location on Map

The olive green color is used on the map to indicate historically residential areas within the neighborhood that have been significantly changed through commercial conversions. These areas could benefit from a variety of improvement and enhancement projects. The areas shaded olive green are predominantly near Johnson Street, or at the west end of the neighborhood.

⑨ The areas labeled “9” on the map are areas that have a mix of uses. Particularly, they are areas where single-family residential is the weakest or residential uses are not the predominant land use. These areas are currently not fully suitable for residential quality of life due to conflicting land uses and higher than usual traffic, noise, and odor.

The city should refine its zoning ordinance to assure that no further commercial escalation occurs within these areas and to encourage the evolution of existing commercial buildings to neighborhood-friendly operations. Additionally, the zoning ordinance should include basic design standards that require commercial buildings to fit better into residential context. Standards should include, parking area landscaping, buffering, residential-scale windows, utilization of “residential” facade material (e.g. not seamed metal panels), small-scale commercial signs, pitched roofs instead of flat, and integration of pedestrian facilities (e.g. sidewalks and bike racks).

It is hoped that the evolution of the commercial properties in the mapped areas will happen over time and the city, other than editing the zoning code, would not have to intervene. However, the redevelopment commission should periodically look at the areas to determine if their assistance could be beneficial.

A successful transformation of these areas would lead to:

- No impact on property values for single-family residences, and
- Improved quality of life for local residents (e.g. new neighborhood-serving commercial amenities).

⑩ The area labeled “10” on the map is the General Dollar shopping plaza. This area is called out in this plan mostly because the property is under-utilized and somewhat dilapidated. There is no immediate need for city intervention, but similar to areas labeled “9”, the city should consider zoning ordinance amendments that expands the allowable land uses and adds architectural standards that would apply if privately redeveloped.

This area is also included because, if the Center Street Grade Separation Plan (see page 87) is implemented, this shopping plaza would be partially impacted by the rail relocation. Upon that public improvement, the city should offer redevelopment assistance or partner with the development to evolve the site to its fullest potential. It is believed that, even with partial loss of property and building from rail line relocation, the assessed value of the remaining property could be increased by 50 to 100%.

Corridor Enhancement

The areas designated on the map along Market Street and Argonne Road for “Corridor Enhancement” should be considered a relatively high priority. These two corridors are a critical part of the neighborhood’s gateway and contribute to its identity. Further, Argonne Road is a primary gateway to Grace College and the town of Winona Lake. Although not technically in the corporate limit of Warsaw, the successes of both Grace College and Winona Lake are in the city’s best interest.

The proposed changes along Market Street is simply to add street trees to both sides of the street, primarily the south side, and to narrow curb cuts slightly to increase vehicular and pedestrian safety. Additionally, because Market Street is a primary gateway to the neighborhood, banners or other means to brand the neighborhood should be considered.

Along Argonne Road, the proposed changes are similar to those for Market Street, but also include more effort to define the street edge and parking areas. The current off-street parking configuration probably made sense when Argonne Road carried less traffic, but today is far from acceptable engineering practices. Coinciding with any street improvements or any redevelopment efforts along this corridor, significant changes to the curb line should be made.

Argonne Road should also have street trees planted and banners installed to be used as gateway beautification efforts. Lastly, the city should assure that no further billboards be installed along either of these corridors.

Define Curb Cuts

As part of this neighborhood plan, Winona Avenue must be addressed. The city’s involvement should be limited to roadway improvements, and not extend to redevelopment until higher priority areas are completed (e.g. Argonne Road, Gatke, and Little Crowe). In the areas where the map indicates multiple-family residential redevelopment would be appropriate, the city could play a minor roll, but ideally should be private sector driven.

The primary recommendation is establishing more defined curb cuts, thus creating a safer corridor for vehicular and pedestrian travel. Further, a complete curb line along the corridor will help calm traffic and improve its aesthetic.

The area in need of such improvement extends along Winona Avenue from Detroit Street east to its intersection with Lakeview Drive. Similar to Argonne Road, many properties along Winona Avenue have an expansive curb cut, sometimes from property line to property line. This configuration is strongly discouraged by all engineering manuals and is considered dangerous for vehicle traffic and a major deterrent for pedestrians.

Winona Avenue could also benefit from street trees and banners, but for budgetary reasons is not being suggested in this neighborhood plan. If budget allows at the time of improvements, then street trees and banners should be included as well.

Intersection Enhancement

There are two intersections identified on the neighborhood plan map. They are the intersections of:

- Argonne Road and Winona Avenue, and
- McKinley Street and Durbin Street.

The intersection of Argonne and Winona Avenue is the higher priority of the two intersections identified. The City of Warsaw and the Town of Winona Lake already studied this intersection and concluded that a roundabout design would serve both to improve safety and aesthetics. The roundabout configuration would also serve as a gateway feature. Because this intersection serves multiple jurisdictions, it should be a joint design and construction project. This project should be designed and constructed as soon as feasible for both the city and town.

The McKinley Street intersection with Durbin Street is a much lower priority and should only be completed in conjunction with either redevelopment of the Gatke property or an extension of Krebs Trailhead Park. This intersection improvement could be a roundabout, but could also be a conventional design with explicit attention to aesthetics and safe pedestrian movement.

Sidewalk Enhancement

Various street corridors throughout the East Market Street Neighborhood and outside of the neighborhood have been identified as needing enhancement (see the plan map on page 83). One of the most critical elements for any neighborhood's vitality is safe and complete sidewalks. Never in our country's history has sidewalks been so desired by the general public. There is antidotal evidence that the absence of sidewalks in neighborhoods deteriorates property values and result in a higher number of rental units. For these and other reasons, the street segments identified on the map are in need of new or replacement sidewalks.

As a general rule, sidewalks should be located on both sides of the street unless a compelling obstacle or reason exists to negate such a facility. The map does indicate which side of the street a sidewalk is needed. Just because a sidewalk exists on the opposing side of the street does not negate the need for a new or replacement sidewalk.

The first and primary goal would be to get a full and complete sidewalk along Market Street from Detroit Street to Argonne Road. The second priority would be improving the north south sidewalks that link the neighborhood to Center Street and amenities to the north. The third priorities would be to complete a sidewalk along the north side of Center Street as shown on the map.

Enhance Pedestrian Crossing

At select intersections, the map indicates where enhanced pedestrian crossings would be beneficial. These locations would serve to protect pedestrians where the highest number of crossings take place. Some intersections have not been indicated that currently are used by pedestrians because it is believe that these intersections are already safe.

The intersections identified should be studied and, as budgets permit, modified to include one or more of the following:

- “Bumpouts” that constrain the roadway and provide pedestrians a shorter path to the opposing side of the street.
- Curbed medians that allow pedestrians a safe haven in the middle of the street.
- Pedestrian crossing signs that clearly indicate to drivers to slow down and be on alert.
- Brick paver or stamped concrete crossings which have proven to slow down vehicles and more clearly denote crossing paths.
- Stop lights for pedestrians to trigger when waiting to cross the street.
- Pedestrian-triggered stop lights installed over non-signalized intersections.
- Bollards at the corners to protect pedestrians when standing to cross the street and to keep vehicles from cutting corners where handicap ramps have removed the curb line.

The proposed pedestrian enhancement at the intersection of Center Street and McKinley Street is contingent on the extension of Krebs Trailhead Park to the north and south. This intersection enhancement would not be necessary without further pedestrian emphasis in that north/south corridor.

Other Map Symbols

Map symbols are used to identify major and minor destinations for persons living in the neighborhood. Three different sized “asterisks” are used to indicate the volume or importance of those destinations to the neighborhood. The larger the icon the greater its importance to the neighborhood.

Community-serving commercial is identified, simply to denote that those areas serve the community at-large, not just the neighborhood. These areas are not impacted by the East Market Street Neighborhood Plan.

Lastly, the existing parks, streets, railroad tracks, and corporate limits of the city are designated. No alterations to these facilities or boundaries are proposed.

Center Street Grade Separation Plan

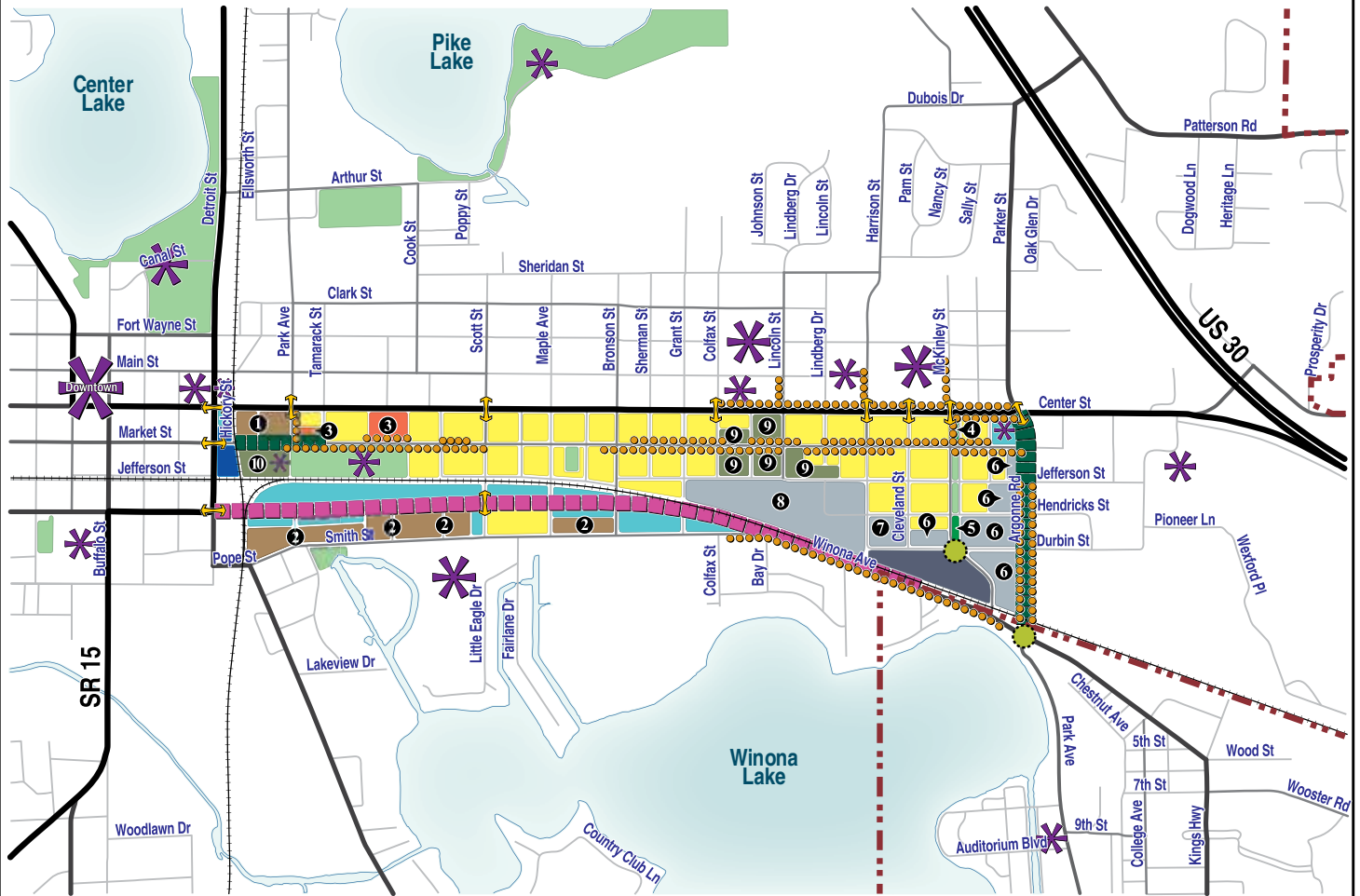
The Center Street Grade Separation Plan, described fully in Part 5, overlaps the western most portion of the East Market Street Plan. For that reason, the East Market Street Neighborhood Plan generally reflects the proposed changes in the Center Street Grade Separation Plan. However, if the City moves forward to implement the Center Street Grade Separation Plan, its content should fully supercede the overlapping content in the East Market Street Neighborhood Plan. It is believed that all aspects of the Center Street Grade Separation Plan would greatly benefit the neighborhood and therefore is fully supported.

Although several houses would be lost in the relocation of the railroad tracks, the remaining houses would benefit from the noise and aesthetic barrier, and the linear park along the tracks. The neighborhood would also benefit from Center Street carrying an even higher number of vehicles per day; thus reducing the traffic volume on Market Street.

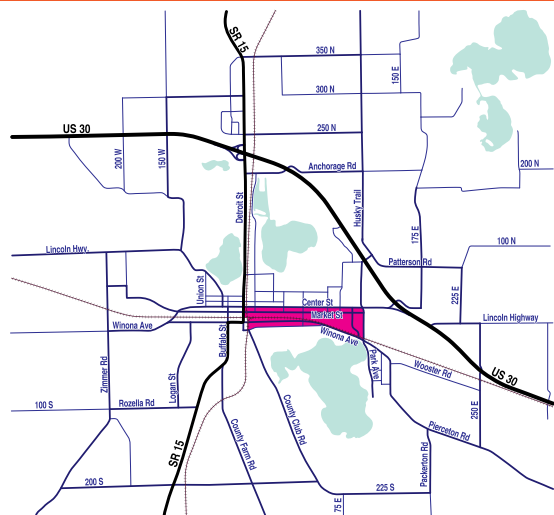
The plan would result in residential redevelopment and partial redevelopment of the Dollar General shopping plaza, all of which would add stability and additional amenities to the neighborhood.

Lastly, the grade separation of Center Street would allow neighborhood residents and employees a safer and more predictable route into downtown. It could also improve insurance rates for the neighborhood by providing emergency vehicles an unimpeded route during a fire or rescue event in the area.

East Market Street Neighborhood Plan



NEIGHBORHOOD BOUNDARY MAP



MAP LEGEND

- | | |
|---|--|
| Stabilize Residential Neighborhood | Community Serving Commercial |
| # Multiple-family Residential Redevelopment | Existing Parks |
| # Residential Redevelopment | Arterial Street |
| # Little Crow Property Redevelopment | Collector Street |
| # Gatke Property Redevelopment | Local Street |
| # Linear Park Expansion | Railroad |
| # Conversion Opportunities | Corporate Limits |
| # Neighborhood Enhancement Opportunities | Lake/Waterway |
| Corridor Enhancement | |
| Define Curb Cuts | |
| Intersection Enhancement | |
| Sidewalk Enhancement | |
| Enhance Bike/Pedestrian Crossing | |
| * Major and Minor Destinations | |





CENTER STREET GRADE SEPARATION PLAN AND RAILROAD SUB-AREA

Description

The Center Street and Railroad has been identified as a critical sub-area because:

- Railroad traffic greatly impacts vehicular and pedestrian traffic in the downtown, along Center Street, and along SR 15;
- Railroad traffic is expected to increase; and
- Police, fire and rescue services need an east/west route that is unimpeded by railroad crossings.

The area around Center Street where it crosses the Norfolk Southern Railroad has a mix of land uses ranging from single family residential, general commercial, downtown commercial, office, institutional and industrial. This area also is under-utilized and somewhat lacking in new investment and property maintenance. Most of the negative characteristics in this area are attributed to the constraints and impacts of railroad traffic, vehicular traffic, congestion, noise, and sometimes disinvestment of neighboring properties.

Critical Area Boundaries

The Center Street and Railroad Sub-area boundaries are Fort Wayne Street (north), Park Avenue (east), CSX Railroad (south), and SR 15 (west).

Implementation Strategy

Strategy 1: Deviate the Norfolk Southern Railroad tracks to the east to gain separation from SR 15. This separation allows Center Street to be routed under the railroad tracks at a 5% grade with a height clearance of 15 feet when it passes under the railroad tracks.

Gaining this grade separation is critical to life safety and emergency services by eliminating conflicts with vehicles and by allowing traffic to flow east and west without interruption when trains are coming through town.

Strategy 2: Build a sound barrier on the east side of the realigned tracks to protect the residential areas to the east from the noise of the railroad. This sound barrier could take many forms, but should be designed to not amplify sound into the downtown.

Strategy 3: Install a linear park and green buffer along the east side of the sound barrier allowing canopy trees and other vegetation to be planted, thus further reducing noise and odor from trains and improving the aesthetic of the rail corridor. This linear park would also host a trail for bicyclists and pedestrians and link Richardson-Dubois Park to Central Park, and potentially other parks.

Strategy 4: Create high quality redevelopment sites from under-utilized properties or from areas that formerly was used for the railroad tracks. Specifically, the area east of the Little Crow building would increase allowing fuller utilization of that building. Also, an entire city block north of the Little Crow building could be redeveloped more effectively without the train tracks dividing it in half.

Strategy 5: Gain greater separation from SR 15 along both, Main Street and Market Street. This additional separation will allow more cars to stack between SR 15 and the railroad tracks adding more safety and greater efficiency of circulation.

Strategy 6: Focus residential redevelopment and stabilization efforts on the adjacent blocks to the east of the relocated tracks. These efforts should include infrastructure improvements, tree planting, public-private partnerships, and the like. Efforts should also include encouraging more home ownership and less rental homes in near proximity to the railroad track after the improvements are made.

